TO SCULPTORS.

THE Council of the ART-UNION of LONDON, [illegible] Competition in BRONZE a fine work of Art commemorative of the late DUKE of WELLINGTON, after the model of ONE HUNDRED AND FIFTY POUNDS from that RELIEF. [illegible] to be sent to No. 444, to [illegible] on or before FEBRUARY 1st, 1853, either with or without models by said sculptors.

GEORGE GODWIN, } Hon. Secs.
LEWIS POCOCK. }

Sept. 25, 1852.

BUILDERS' BENEVOLENT INSTITUTION.

The FIFTH ANNIVERSARY DINNER will be held at the LONDON TAVERN, Bishopsgate-street, on THURSDAY, [illegible] 1852,

LIONEL BRETT, Esq. M.P. President, in the Chair.

STEWARDS.

[illegible]

Gentlemen desirous of promoting the interests of the Institution by becoming stewards, will be pleased to forward their names to the Secretary, Mr. A. G. HARRIS, at the Office, 426, New Oxford-street, of whom tickets may be obtained, the stewards, or of Mr. GEORGE REID, the Treasurer, 24, Edgware-road; the Stewards; and at the Bar of the London Tavern.

GUARANTEE of RENTS. — TO LANDLORDS, OWNERS of PROPERTY, TRUSTEES, and OTHERS.—Owners of Property can have their Rents and Incomes guaranteed to them on a day certain, whether they obtain [illegible] or not; or a certain sum from [illegible] property for a term of years, whether wholly occupied or not.

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FREDERICK TWIHAM, Resident Director.

THE PERMANENT WAY COMPANY beg to call the attention of Boards of Directors, Engineers, and others interested in railways already made, to the important advantages obtained by following this rule, as established by the Committee of Inquiry into the Accident on the Eastern Counties Railway, in the Report of the Directors of the Liverpool and Manchester Railway, and in the Report of the Board of Trade on the 9th August. This knowledge has only given a large commencement to inquiry to the permanent way, but by the existing engines and carriages to run more smoothly, decrease the wear and tear of them, the tear and tear of rails, and quite opposite to the accidents and casualties of the present system. The Rails, Chairs, Keys, &c. supplied by the Proprietors of the following railways, in this country and abroad:—

Eastern Counties Railway,
South Wales,
Edinburgh and Glasgow,
Caledonian,
Scottish Central,
Scottish North-Eastern,
Aberdeen,
Montrose,
Dundee and Perth,
Newcastle and North Western Junction,
Newcastle and Carlisle,
Maryport and Carlisle,
York and North Midland,
York, Newcastle, and Berwick,

And are also in course of adoption on many other railways. Any information in connection with rails, the construction of the permanent way may be had on application at the Office, and the permanent way may be contracted for on the terms of rails, or supplied and laid complete by any other known system. These rails have been largely adopted by the engineers of the following:—

Great Western,
Dublin and Belfast Railway,
Dublin and North Western,
Midland,
Shrewsbury and Birmingham,
Shrewsbury and Chester,
Shrewsbury and Hereford,
Shrewsbury and Shropshire Union,
Oxford, Worcester, and Wolverhampton,
Birmingham, Wolverhampton, and Dudley,
Birmingham and Gloucester,
Birmingham and Oxford Junction,
Birmingham, Bristol, and Thames Junction,
Bristol and Exeter,
Great Western (Taunton &),
Bristol and Gloucester,
Bristol and Monmouth,
West Cornwall, and
Shrewsbury, Hereford, and Gloucester.

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Midland,
Great Luxembourg,
Luxembourg and Namur,
Sambre,

and several other lines.

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Extract from the report of the Directors of the Eastern Counties Railway to the half-yearly meeting of Shareholders held on the 20th of August:—

"The system of 'fish-jointing' has hitherto fully borne out Mr. Barlow's remarks, as giving a smoother road, with less wear and tear to the rolling stock, and at a much reduced expenditure in maintenance."

Extract from the report presented to the half-yearly meeting of the West Cornwall Railway, held on the 28th August:—

"The result of the three months' working of the new rails between Penzance and Camborne has fully borne out the expectations which had been formed as to the durability of the description of rail established by Mr. Brunel's advice, and so successfully employed in the construction of that part of the line; and the substitution of the broad bearing base directly on the hard stone of the permanent way on the line, and the economy and efficiency of the working which would arise from enlarging that portion with Barlow's rails, they have given orders for this to be done, and it is now nearly completed."

Extract from the Directors' report to the last Half-yearly Meeting of the Londonderry and Enniskillen Railway:—

"The wear effected by the additional number of working hours also confirmed your directors in the belief that the new rails, supported by timber, [illegible] the objections urged against them.

It had fully answered the expectations formed of it, and there can now be no doubt that its adoption, coupled with that lessened wear and tear from the use of lighter engines, will effect a material saving to the maintenance of permanent way.

DECORATIVE PAINTING.—Mr. FREDERICK SAEG, from the Royal Academy of Munich, DECORATIVE ARTIST to FRESCO, and in all other branches of Painting, whose works may be seen in the principal Public Buildings of the metropolis, begs to inform the patrons and Architects in particular, that he has considerably increased his Establishment, and is now enabled to undertake, on the shortest notice, the execution of works, private or public, in any part of the United Kingdom, on the most reasonable terms, and to any of the Continental Residences of Modern Style.—Apply to F. SAEG, Decorative Artist, 32, Nelson-st., London.

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20	1 15 10	1 19 8	45	3 4 0	3 10 7
30	2 4 0	2 10 4	50	3 13 0	4 0 7

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1806	2,000	70 10 0 only completed.	1,222 0 0
1811	1,000	32 10 0 Office	688 17 0
1826	1,000	32 10 0 Office	134 15 10

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Policy No.	Date.	Sum Insured.	Bonuses added.	Total with additions to be further increased.
		£.	£. s. d.	£. s. d.
201	1807	500	1,222 10 1	1,222 10 1
1174	1825	1,000	1,222 0 0	2,222 0 0
2268	1836	5,000	1,222 17 6	6,222 17 6

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